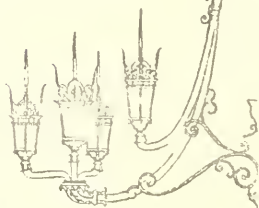


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Joslin Diabetes Center



Research and Clinic Facility Expansion

Project Notification Form



JOSLIN DIABETES CENTER

RESEARCH AND CLINIC FACILITY EXPANSION

Project Notification Form

Project Notification Form

Article 31, Section 31-5;1

"A Project Notification Form shall set forth in sufficient detail those aspects of the Proposed Project which are necessary to determine its potential or likely impacts; such aspects shall include, but not be limited to, the Proposal Projects' height, square footage, dimensions, use(s), design, and development program."

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I. Executive Summary

Joslin Diabetes Center (Joslin) is the preeminent diabetes institution in the country. Its mission is the study and treatment of diabetes. Joslin exerts international influence, but the institution itself is small: 350 employees. The level of activity has outgrown the space, so Joslin seeks to expand its existing facility.

Joslin's main wing was built on Brookline Avenue in 1976, at a height of four stories. The structure was sized for additional floors, and the elevator shaft was constructed to accommodate a total of seven floors. The plan is to complete this building now, allowing research activities to grow. At the same time the goal is to raise the interior courtyard by one story, to the Pilgrim Road level, to create a new treatment area for eye patients. Total new construction will be 76,030 GSF plus mechanical space. Ellenzweig Associates, Inc. is the architect.

By common agreement, the specific area of public concern is traffic impact. Vanasse Hangen Brustlin Inc. (VHB) was engaged early to study traffic. After examining the projected growth in staff and patient volume, VHB predicts new vehicle trips to be 90 trips per day each way, peaking at 20 trips per hour in morning rush hour. VHB describes these as having no noticeable impact on existing traffic. Demand for new parking spaces is forecast at 40-42 spaces which are scheduled to be provided by the Medical Area Service Corporation (MASCO) in its planned 750 space garage located just across Longwood Avenue from Joslin.

Joslin is committed to working closely with the City and with neighborhood representatives concerning issues of project design and impact. This project does not require new land and adds planned floors to an existing building. The project is expected to employ 40 to 70 construction personnel at a time and to involve 225 different tradespeople over a two year period.

II. Project Summary

A. Project Identification

1. Project Name:

Research and Clinic Facility Expansion

2. Address/Location:

One Joslin Place, Boston, MA 02215
(Ward 4)

3. Property Owner:

Joslin Diabetes Center, Inc.

4. Owner's Representatives:

Ms. Constance Stubbs - Administrator
Mr. Steve Friot - Director of Maintenance & Engineering

5. Architect:

Ellenzweig Associates Inc.
Mr. Michael Reagan - Project Manager

6. Legal Counsel:

Palmer and Dodge
Mr. James Whalen

7. Estimated Start and Completion Dates:

Construction Start - July 1991
Construction Completion - December 1993

8. Estimated Construction Cost:

\$18,000,000 to \$21,000,000

9. Project Design Status:

Schematic Design Phase

10. Article 31, Boston Zoning Code:

The project site is not within the physical boundaries of the Downtown/Northern Avenue corridor described in Section 31-3. However, the Boston Redevelopment Authority (BRA) has requested that the Joslin Diabetes Center file a Project Notification Form as described in Article 31 to facilitate the review process.

B. Project Description

Scope

Joslin proposes to construct an addition to its existing research and clinic facility in the Longwood Medical Area (LMA) at the corner of Brookline Avenue and Joslin Place. The Research and Clinic Facility Expansion project will include the construction of new space and some renovations in the form of minor modifications to areas vacated by departments which will move to the new areas. The scope and location of work are quantified in the table below:

Floor Level	New Construction (GSF)	Renovations (GSF)	Program
B	1,610	---	Storage
1	9,850	6,840	Eye Institute, Lobby
2	2,970	1,940	Lounge, Dining Area, Lobby
3	720	260	Patient Lounge
4	80	1,960	Library
4 1/2	4,840	---	Res. Admin., Staff Lounge
5	14,160	990	Research
6	20,900	---	Research
7	20,900	---	Conf. Rooms, Admin.
Subtotal	76,030	11,990	
Penthouse	8,200	---	Mechanical
Total	84,230	11,990	

The floor area ratio square footage (FAR SF) of new construction, as reflected on page 8, is 74,420 SF.

Besides adding the three new floors and penthouse, the project involves raising the courtyard to the Pilgrim Road level in order to provide space at the 1st floor for the Eye Institute. This location for the Eye Institute is optimal for providing easy access to patients with impaired vision. Eye disease is a major complication of diabetes. A portion of the raised courtyard may be enclosed to create a lounge and dining area for visitors and staff.

History

Joslin is internationally known for its preeminence in the research and treatment of diabetes. The origins of the Joslin Clinic began when Dr. Elliot P. Joslin opened his practice in 1898. The practice eventually outgrew its location in his home on Bay State Road. A new building was constructed for the Joslin Clinic at the corner of Pilgrim Road and Joslin Road (later renamed Joslin Place) in 1956. The Howard F. Root Wing on Brookline Avenue was completed in 1976 and provided additional space for research and clinical activities associated with the study and treatment of diabetes.

Work

Joslin's existing facilities in the LMA contain diverse activities ranging from an outpatient clinic to extensive laboratories for research. The Clinic, including an Eye Institute, provides multispecialty treatment and education for outpatients. An innovative Diabetes Treatment Unit, run in cooperation with New England Deaconess Hospital offers a program in which inpatients are taught how to manage their disease while hospitalized for diabetes and its complications. In the laboratory, research toward improved treatment and cures for diabetes is carried on in a variety of disciplines. Administrative and technical support for all these functions as well as programs for public and professional medical staff education about diabetes are also part of the existing facility.

Need

The research and clinical activities at Joslin have outgrown the space currently available. Research benches designed to accommodate one scientist must often accommodate two and the growth in outpatient volume has not been accompanied by an increase in examination rooms. Additional areas are required to serve Joslin's mission. The Howard F. Root Wing was designed to accommodate three additional floors above Level 4. Mechanical equipment rooms were located on the perimeter of the roof over Level 4 and elevator towers were initially constructed to serve the future Levels 5, 6 and 7.

Options available for expansion are limited due to the constraints of Joslin's limited site. The proposed alternative is a three-level vertical expansion of an existing building. Building the necessary space on the site's service yard was considered but would have required nine levels. An alternative using both locations would have created an inefficient footprint with unacceptable distances between related areas.

C. List of Permits and Approvals Required

1. Boston Redevelopment Authority (BRA) Inspectional Services Department

Compliance with Rules Regarding Architectural Access

Building Permit

Plumbing Permit

Electrical Permit

Demolition Permit

2. Department of Environmental Protection (DEP)

Sewer Extension and Connection Permit
Cross Connection Permit and Backflow Prevention
Asbestos Removal

3. Massachusetts Water Resources Authority (MWRA)

Discharge Permit

4. Department of Public Health

Determination of Need (DON) waiver for a research facility. The type of ambulatory care facility which Joslin is proposing does not require a DON.

D. List of Zoning Relief Required

1. A conditional use permit will be required to add space for research laboratory, laboratory animal housing (as an accessory use), and outpatient clinic or professional offices accessory to hospital uses. The building is currently used for these purposes, but the square footage will expand with the new floors.
2. A Floor Area Ratio (FAR) variance will be required since the project will exceed the as-of-right FAR of 1.0 in zone L-1 and 2.0 in zone H-2.
3. The existing building height (approximately 50 ft.) on Brookline Avenue exceeds the as-of-right height (35 ft.) in zone L-1. A variance will be required since the addition will increase the height of the building in zone L-1 to approximately 100 ft. above Brookline Avenue.
4. A side yard setback variance may be required if the courtyard is infilled at Level 1.

III. Project Description

A. Building Areas	<u>Existing</u>		<u>Addition</u>		<u>Total</u>	
	GSF	FAR SF ¹	GSF	FAR SF ¹	GSF	FAR SF ¹
Clinic, Research Labs, Administration	154,240	136,810	84,230	74,420	238,470	211,230
Retail	<u>12,000</u>	<u>12,000</u>	---	---	<u>12,000</u>	<u>12,000</u>
Total	166,240	148,810	84,230	74,420	250,470	223,230
B. Site Areas	<u>Existing</u>		<u>Addition</u>		<u>Total</u>	
	GSF	FAR SF ¹	GSF	FAR SF ¹	GSF	FAR SF ¹
Building Footprint 1st Floor	28,410		+ 7,400		35,810	
Area under building overhang at 1st Floor	7,930		- 2,170		5,760	
Courtyard, 1st Floor	5,230		- 5,230		---	²
Parking and Service Drive	11,990		---		11,990	³
Miscellaneous Open Space	<u>3,280</u>		---		<u>3,280</u>	⁴
Total	56,840		---		56,840	

¹ FAR SF excludes mechanical space and basement storage.

² The existing Courtyard at the 1st Floor, Brookline Avenue level, is to be raised to the 2nd Floor, Pilgrim Road level with 5,230 GSF of infill construction located below. Approximately 3,230 GSF of the relocated courtyard will remain open, and 2,000 GSF will become the Enclosed Courtyard including lounge and dining space. See attached Project Drawings including the longitudinal Section and Floor Plan Uses.

³ The existing Parking Lot and Service Drive are not intended to be increased in size or capacity as part of the project. Any additional parking spaces required as a result of the Research and Clinic Facility Expansion will be provided off-site as described in the Transportation Component.

⁴ Miscellaneous Open Space includes the areas between the building and property line along Joslin Place and Pilgrim Road and the space north of the walkway to the 2nd Floor entrance.

C. Building Dimensions

See attached Project Drawings including the Existing Site Plan, axonometric Massing Diagram, Longitudinal Section, and Floor Plan Uses drawing which includes scope of new construction and renovation.

IV. Assessment of Development Review Components

A. Transportation Component

The information presented in this section is an assessment of the project's transportation impact. To give the BRA and the Boston Transportation Department (BTD) a clear picture of the project's transportation impacts, Joslin prepared detailed forecasts of employment and patient volume to the year 1995. With the assistance of VHB, Joslin conducted comprehensive staff and patient surveys to determine existing travel patterns. Sample sizes (189 staff members and 156 patients) and quality control procedures provided statistically valid conclusions. The number of surveys received compared with the number of persons present on a typical weekday was 60 percent for staff and 78 percent for patients.

The survey analysis results, including breakdowns by job category, have been delivered to MASCO's transportation management organization for use in developing traffic reduction strategies for the Longwood Medical Area. Detailed survey results and trip generation estimates have been developed and are presented in Joslin's Institutional Master Plan.

1. Traffic Management Element

The surveys revealed that 75 percent of Joslin's patients arrive in an automobile which is parked in the vicinity during the patient's appointment. An additional 11 percent are dropped by automobiles and taxicabs which continue to another destination. Approximately 55 percent of the Joslin staff commutes by automobile. Incentives influencing the staff commuting patterns include Joslin's participation in the MBTA pass program, an institutional subsidy for transit passes, a convenient location with respect to public transportation, a tight parking supply, and an \$80 monthly charge for on-site staff parking.

Assuming that existing travel patterns continue¹, net new daily trip generation in 1995 is estimated at 90 arriving and 90 departing vehicles, or 180 net new vehicle trips in all. Twenty of these are expected to occur in the morning peak hour, and sixteen are expected during the evening peak hour. No noticeable impact is anticipated from these small additions to the traffic stream.

1 The assumption is that no new on-site parking is to be provided. Therefore the percentage of staff commuting by automobile is likely to decline as workers are directed to off-site parking facilities.

2. Parking Management Element

The Joslin treats patients Monday through Friday from 8:00 AM until 5:00 PM, with appointments scheduled fairly evenly during that nine-hour period. Based on the survey data, which indicate an average patient parking duration of slightly more than two hours, the project is expected to create a demand for an additional 13 patient parking spaces in the average hour on a typical weekday. The peak parking requirement for patients may be 14 to 16 spaces.

If current commuting patterns continue¹, staff parking demand will increase by 26 spaces by 1995. Adding 14 to 16 spaces for peak patient demands, the total peak parking requirement may be 40 to 42 spaces greater in 1995 than 1990.

Additional onsite parking is not an option because of the small size of Joslin's existing surface parking lot. However, this summer, MASCO plans to begin construction of a 750-space garage located just across Longwood Avenue from Joslin. This facility will contain 110 public spaces suitable for patient parking. In addition, MASCO has allocated 34 monthly spaces in the new garage for use by Joslin staff members. There may be some reallocation of staff and visitor parking within existing resources. In any case, the increased parking requirements appear manageable and small.

3. Construction Management Element

A construction management agreement between Joslin and the BTD will be developed and will specify measures to facilitate traffic movement and protect pedestrians during the construction period.

B. Environmental Protection Component

The following provides a description of the impact of the proposed project on the environment including mitigative measures where applicable. Joslin is also filing an Environmental Notification Form (ENF) for state environmental review.

¹ The assumption is that no new on-site parking is to be provided. Therefore the percentage of staff commuting by automobile is likely to decline as workers are directed to off-site parking facilities.

1. Wind:

The proposed project height (approximately 100' above Brookline Avenue) will match the height of the existing elevator tower, which was built in conjunction with the 1976 addition and was designed for the additional floors associated with this project. The height of the building with the proposed addition (7 floors plus penthouse) and its massing will be significantly less than other larger structures in the area, including The Inn at Children's Hospital apartment tower across Brookline Avenue (\pm 24 floors); the Dana-Farber building, also across Brookline Avenue (\pm 15 floors); and the Farr Memorial Building at the Deaconess Hospital across Pilgrim Road (\pm 11 floors). It is anticipated that the new project will not adversely affect existing wind patterns in the area.

2. Shadow:

Shadows created by the existing building fall primarily on Joslin's parking and service drive and then upon adjacent lots including the 4 story apartment buildings to the northwest and across Longwood Avenue onto the Winsor School playing fields to the northeast. Existing shadows fall to a lesser degree onto Brookline Avenue to the southeast and Joslin Place to the southwest.

The additional 3 floors and penthouse proposed to be constructed on top of the existing 4 floor facility will increase the building's massing and height. To minimize shadow length, the mechanical penthouse has been deliberately set back and located on the south side of the building. Shadows created by the new floors are anticipated to be somewhat broadened, but their greatest impact will be on Joslin's property.

3. Daylight:

The project will be designed to have as little additional negative impact as possible on the extent of daylight in the project area. The orientation of the addition will match the existing building and will maximize the use of natural light and views from the proposed addition. The enclosed courtyard is specifically designed not to block adjacent properties.

4. Solar Glare:

The proposed materials for the addition will be selected so as not to produce unacceptable levels of solar glare. These materials will be selected to harmonize with the existing Joslin Diabetes Center buildings.

5. Air Quality:

Construction activity will generate temporary increases in air contamination, such as CO, NO and Hydro-Carbon Exhaust Emissions from construction equipment. Construction related dust is expected to be minimal due to the small amount of sitework but mitigation measures will include wetting and other standard dust control procedures. After the Project is complete, a minimal increase in traffic and related emissions is expected.

6. Water Quality:

The project site is currently occupied primarily by structures and paved areas. The proposed project is not expected to result in any increases in storm water runoff into the City storm water system.

7. Flood Hazard Zones/Wetlands:

The project area is not located in a flood hazard zone or wetland.

8. Ground Water:

Preliminary geotechnical studies undertaken in 1972 indicate that the ground water table is approximately 7'- 9" below the Brookline Avenue grade. Except for a small amount of basement space, the new construction will not extend below this water level. Therefore, it is not anticipated that there will be any substantial need for de-watering of the site during construction or any potential decrease in the water table level in the area.

9. Geotechnical Impact Including Sub Soil Conditions:

According to a preliminary study completed in 1974, available borings in the area indicate the following sequence below ground surface: 2' to 10' of miscellaneous fill, 10' to 27' of stratified sand, silt, and sandy clay, and marine clay up to 76'. As mentioned above, ground water was found to exist at levels between 7'-9' below street grade.

The proposed new construction in the courtyard will be founded on cast-in-place concrete spread footings.

10. Solid and Hazardous Waste:

Hazardous waste will increase only proportionally to research laboratory growth and will be handled by existing disposal procedures and systems in accordance with state and federal regulations. This issue will be addressed in more detail in the ENF.

11. Noise:

Noise levels generated during the construction phase of the project will comply with City of Boston's ordinances. Noise and vibration during foundation installation for the courtyard infill will be minimized because pile driving will not be necessary. The proposed new construction in the courtyard will be on cast-in-place concrete spread footings.

Long-term noise increases are not anticipated as a result of this project.

12. Construction Impact

It is anticipated that short-term construction impacts from the project will be minimal. Use of relatively shallow spread footing foundations for the courtyard infill will minimize the necessity for large and noisy equipment on the site. The existing open spaces within the property line will be utilized as much as possible for construction trailer and storage areas. Removal of existing roof, steel erection and concrete placement may require a short term staging area on the Brookline Avenue side of the project. The sidewalk will be covered and protected to maintain pedestrian access to the Joslin Diabetes Center and retail areas. Recognizing the importance of not only Brookline Avenue, but Longwood Avenue and Joslin Place to the local traffic circulation, every effort will be made to minimize disruption of any traffic lane for project staging. When the project design is more defined, the details will be worked out with the BRA and BTB.

C. Urban Design Component

1. Compatibility with Surrounding Structures

The Research and Clinic Facility Expansion project will be designed to be compatible with the surrounding structures including the existing Joslin Diabetes Center on Brookline Avenue, as well as the Galleria and Dana Farber across Brookline Avenue. The design of other future projects such as at the Deaconess Hospital will also be reviewed during the design process.

2. Subdistrict Urban Design Features

The existing Joslin Diabetes Center serves an important role in defining the character of the Brookline Avenue portion of the Longwood Medical Area (LMA). Longwood Avenue represents the center of the LMA with the institutions located on Longwood contributing to the character and scale of the LMA. Although not a recognized subdistrict or overlay planning district, the LMA possesses a singular and specific identity. Recent projects at The Children's Hospital, Harvard Medical School, and Dana Farber have strengthened the identity of the LMA. Joslin's proposed Research and Clinic Facility Expansion project will serve to reinforce the LMA character and scale on Brookline Avenue.

3. Pedestrian Environment

The Research and Clinic Facility Expansion project will be designed to enhance the pedestrian environment by clearly defining the entrance to the Joslin Diabetes Center on Joslin Place. When the courtyard at the Brookline Avenue level is infilled and raised to the Pilgrim Road level, the pedestrian access through the site to Pilgrim Road will be rerouted to Joslin Place or Longwood Avenue. The existing pedestrian level retail space will be maintained and the pedestrian access from Pilgrim Road to the second floor entrance will not be changed.

The proposed addition to Joslin will match the footprint of the existing structure on Brookline Avenue. Initial design studies have included a setback of the addition floors (levels 5, 6 and 7) from the building line of the existing facility (levels 1 through 4) so as to enhance the pedestrian scale created by other buildings in the area.

4. Area Design Guidelines

The Research and Clinic Facility Expansion will be designed to strengthen the character and scale of the LMA as it exists on Brookline Avenue. One study completed by MASCO with assistance from Camp, Dresser, and McKee provides an analysis of the existing open space and guidelines for future development. The existing open space provided by Joslin Park will be enhanced by reinforcing the existing entrance to Joslin Diabetes Center on Joslin Place. The Deaconess Hospital is contemplating a similar orientation for its future developments. The institutions are meeting to discuss complementary aspects.

D. Historic Design Component

Several buildings in the LMA are listed in the Boston Landmark Commission's Historical Resources Inventory of the Fenway, and the Massachusetts College of Art building at Brookline and Longwood Avenues is listed on the National and State Registers of Historic Places. The proposed project will have no effect on any of these properties and will be designed to complement the architecture of the existing Joslin Diabetes Center and other buildings in the LMA.

V. Coordination with Other Governmental Agencies

A. Boston Civic Design Commission Review

The Research and Clinic Facility Expansion project is anticipated to be approximately 74,420 FAR SF exclusive of 8,200 GSF mechanical penthouse, 1,610 GSF basement storage space, and 11,990 GSF of renovations. Because this project is below 100,000 GSF and is not a "Large-Scale Development Project" or a "Project of Special Significance", it is understood that the review of this project would not come under the jurisdiction of the Boston Civic Design Commission.

B. Boston Landmarks Commission Review

The Research and Clinic Facility Expansion project does not fall within the jurisdiction of the Boston Landmarks Commission.

C. Massachusetts Environmental Policy Act Requirements

The Joslin Diabetes Center wishes to maintain the option of seeking financing from either the Massachusetts Health and Education Facilities Authority or the Massachusetts Industrial Financing Agency. For this reason an Environmental Notification Form will be filed.

D. Architectural Access Board Requirements

As an institutional project exceeding two stories in height and employing more than 40 people, this project is subject to the jurisdiction of the Architectural Access Board. The project will be designed to comply with these requirements.

E. Mayor's Office of Neighborhood Services

It is anticipated that Joslin will work closely with the Mayor's Office of Neighborhood Services and with the BRA to provide information about the proposed new construction to concerned local neighborhood groups. Joslin has met with elected representatives of the neighborhood to talk about the project. Plans for neighborhood review have been made and the BRA has proposed a time for meeting with the Mission Hill Planning and Zoning Advisory Committee (PZAC).

F. Boston Employment Plan

It is anticipated that Joslin and its contractors will work with the Mayor's Office for Affirmative Action and Employment regarding compliance with the Mayor's Executive Order of July 12, 1985, as amended, during the construction phase.

VI. Proponent's Certification:

This form has been circulated to all agencies and persons as required by Boston Zoning Code, Article 31, Section 31-5 (1).

Joslin Diabetes Center


by _____

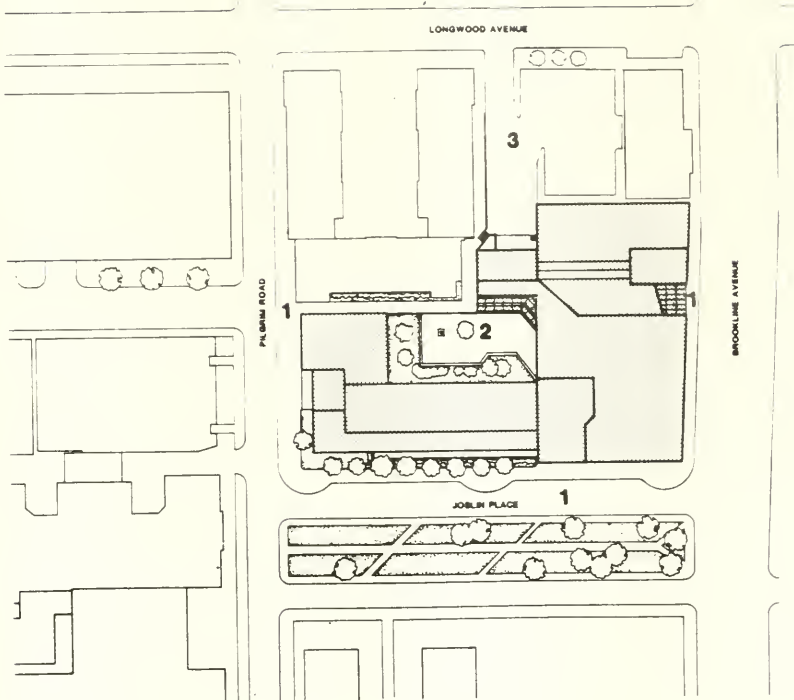
Ms. Constance Stubbs
Joslin Diabetes Center

Date

Site plan

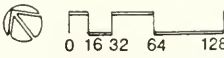
1. Entrance
2. Courtyard
3. Service Yard

 Existing



EXISTING SITE PLAN

Facility Expansion
Joslin Diab tes Center


Ellenzweig Associates, Inc.
Architects

Site plan

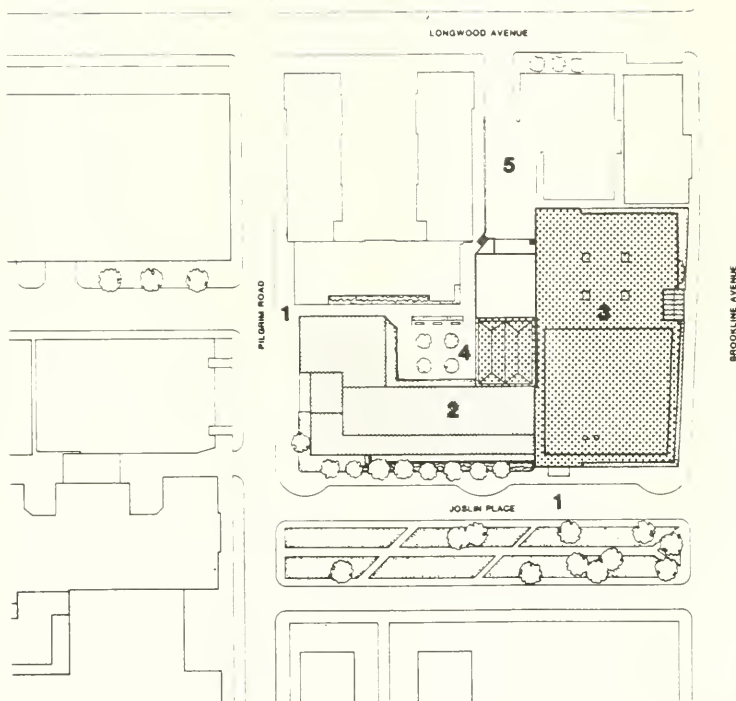
1. Entrance
2. Existing facility
3. New addition
4. New courtyard
5. Service Yard



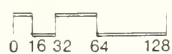
Proposed



Existing

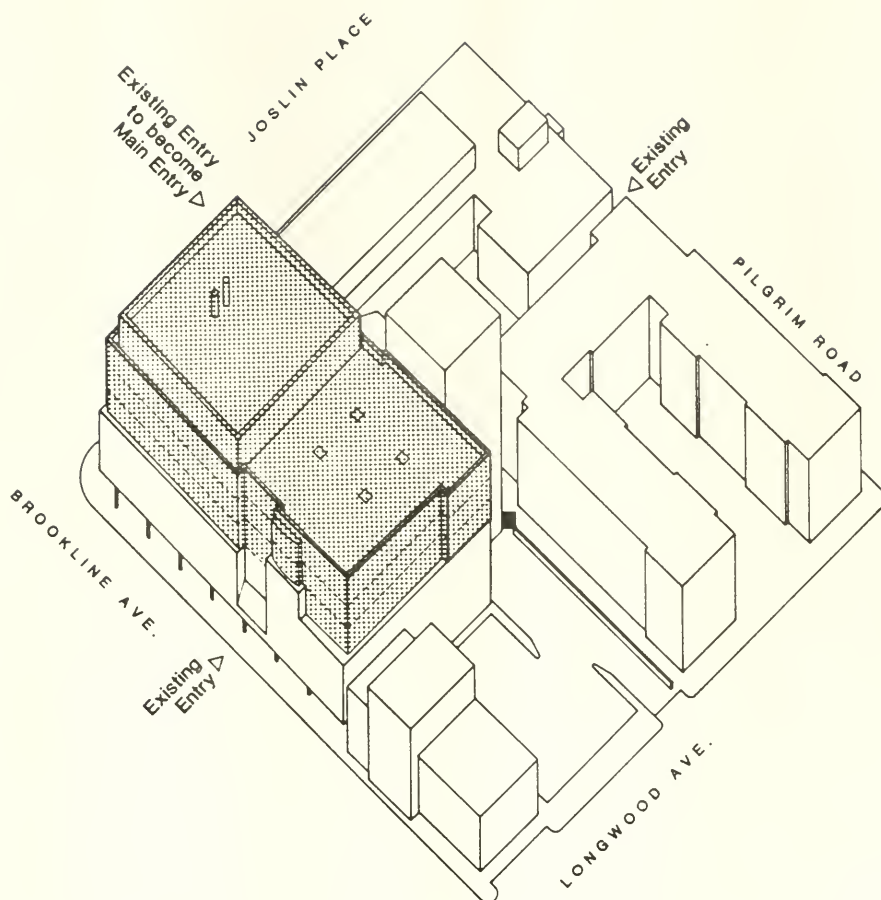


PROPOSED SITE PLAN



Facility Expansion
Joslin Diabetes Center

Ellenzweig Associates, Inc.
Architects



MASSING DIAGRAM

Facility Expansion
Joslin Diabetes Center

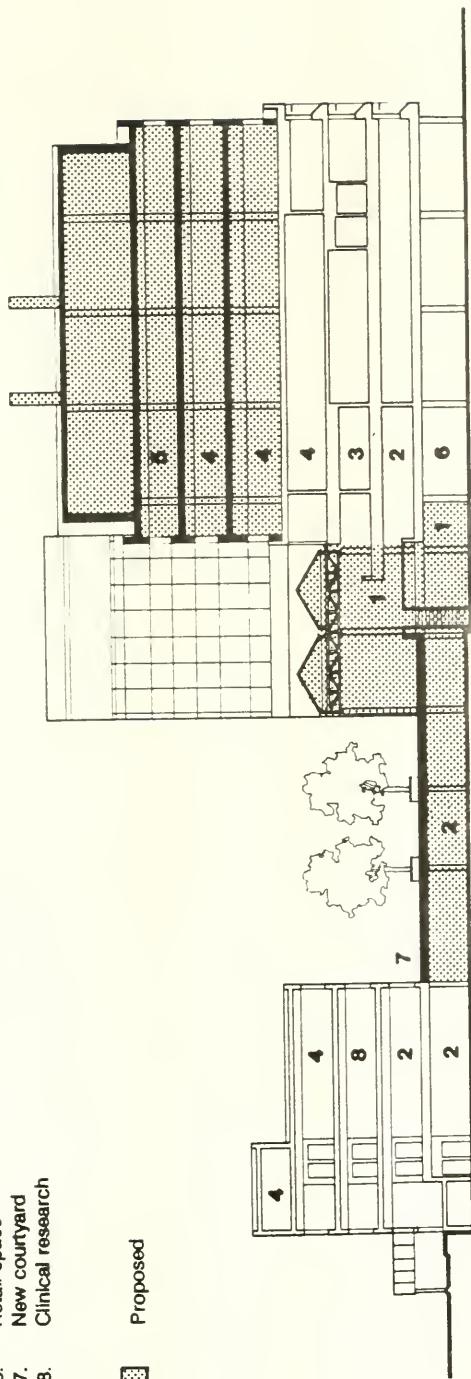
Ellenzweig Associates, Inc.
Architects

Section

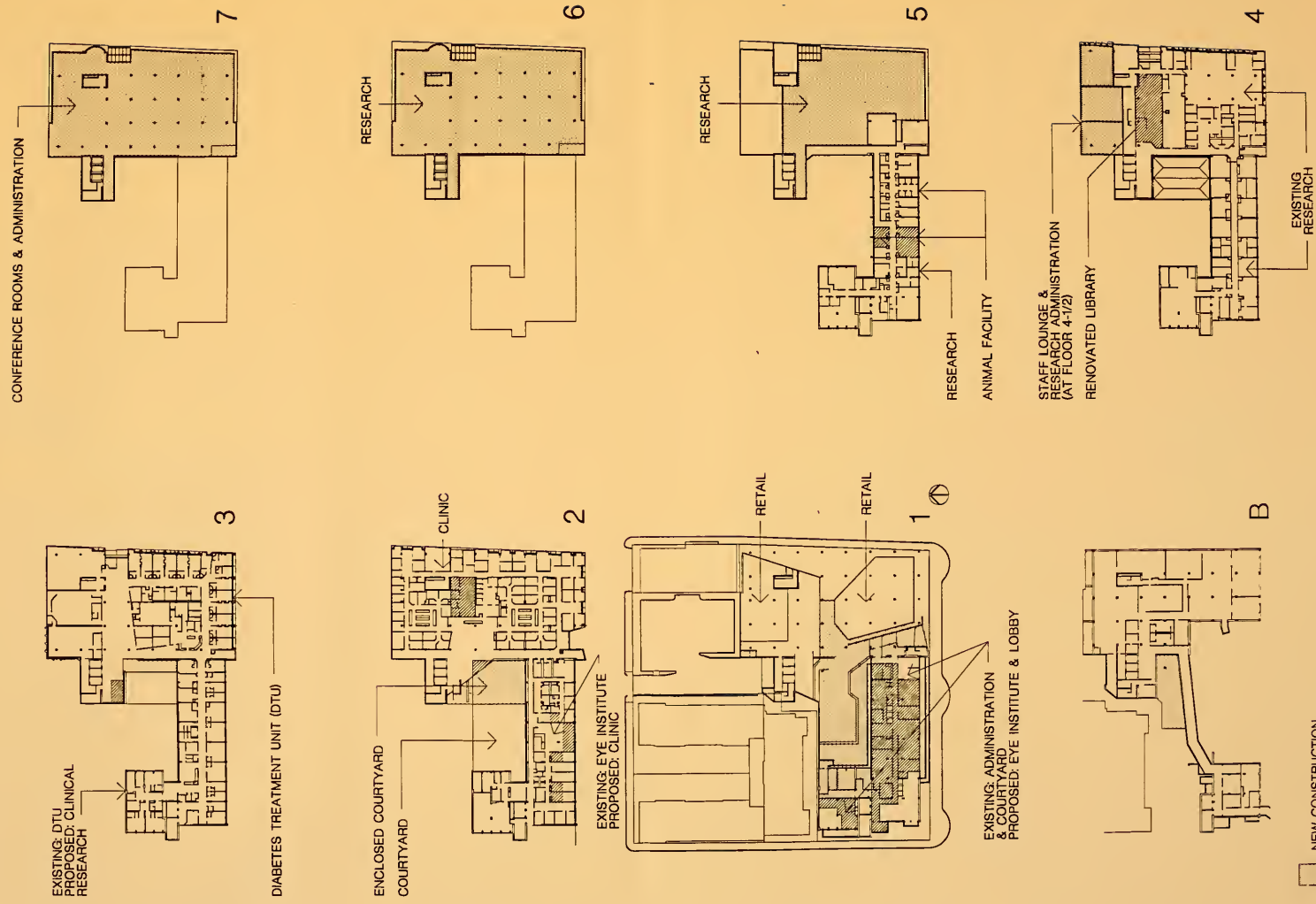
1. Patient reception
2. Outpatient clinic
3. Inpatient service
4. Research laboratories
5. Administration
6. Retail space
7. New courtyard
8. Clinical research



Proposed



LONGITUDINAL SECTION LOOKING NORTHEAST



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